Andhra Pradesh Express

4781. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Andhra Pradesh Express which halts at all the major stations of *en route* States takes only 26 hours to reach Hyderabad from New Delhi whereas the newly introduced Andhra Pradesh Sampark Kranti Express which stops at only three stations in Andhra Pradesh, namely Kazipet, Ramagundem and Sirpur Kagaznagar reaches Secunderabad from Delhi in 28 hours;

(b) if so, the reasons for longer time taken by Andhra Pradesh Sampark Kranti Express between Delhi and Secunderabad; and

(c) whether Government would consider reducing the time taken by Andhra Pradesh Sampark Kranti Express to reach Secuderabad from Delhi and *vice versa?*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) (a) 2723/2724 Hyderabad-New Delhi Andhra Pradesh Express take 26 hours 20 minutes/25 hours and 55 minutes and 2707/ 2708 Secunderabad-Nizamuddin Andhra Pradesh Sampark Kranti Express takes 26 hours 10 minutes/27 hours and 5 minutes respectively.

(b) Due to terminal constraints, platform constraints and path constraints *enroute.*

(c) Speeding up of trains is an ongoing process. However, speeding up of Andhra Pradesh Sampark Kranti Express is not feasible at present.

Rail route electrified during the last three years

†4782. PROF. M.M. AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of railway route, in Kms. in the country electrified in the last three years togetherwith the total length of narrow gauge line, in Kms., division-wise converted into broad gauge line;

(b) the amount allocated for this purpose in this period togetherwith the amount spent so far; and

†Original notice of the question was received in Hindi.

(c) the current status of the said work in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) (a) Railway-wise route kilometres electrified during the last three Years Is as under:—

Railway	Route Kilometres Electrified
Eastern	52
East Central	115
East Coast	250
South Eastern	98
Northern	233
Southern	311
South Central	86
Western	134
TOTAL	1279

The division wise length of narrow gauge lines converted into broad gauge during the last three years is as under:—

Name of Division/Railway	Kilometres converted
Solapur/Central Railway	42
Kharagpur/South Eastern	52
Ranchi/South Eastern	67
Nagpur/South East Central	48
Adra/South Eastern	42

(b) The amount allocated and expenditure incurred during the last three years under Railway electrification and gauge conversion plan heads are as under:

(Rs. in crore)

Railway Electrification Year	Allocation	Expenditure
2002-03	239.17	251.97
2003-04	207.98	207.44
2004-05	237.49	186.95
TOTAL	684.64	646.36
Gauge Conversion*		
2002-03	768.40	847.52
2003-04	1054	1217.56
2004-05	1073	1067.24
	(Revised Estimate)	(Revised Estimate)

* The allocation/ Expenditure do not include those Rail Vikas Nigam Ltd. (RVNL) works where funds have been provided by RVNL.

(c) A target of Electrification of 350 Route Kilometres and gauge conversion of 980 Kilometres has been fixed during 2005-06 and an outlay of Rs. 160 crore & Rs. 690 crore respectively has been provided.

Strengthening the RPF

†4783. PROF. M.M. AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any necessary steps to further strengthen the Railway Protection Force, keeping in view, the safety of passengers in all the trains;

(b) if so, the details thereof and if not, the reasons therefor; and

(c) the details of the strategy formulated and implemented by Government to make strict arrangements for checking the crimes taking place everyday in the trains and for the safety of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) (a) Yes, Sir.

(b) Vehicles costing above Rs. 9 crore, wireless sets costing above

†Original notice of the question was received in Hindi.